

Section 8. Spacing and Sequencing

3-8-1. SEQUENCE/SPACING APPLICATION

Establish the sequence of arriving and departing aircraft by requiring them to adjust flight or ground operation, as necessary, to achieve proper spacing.

PHRASEOLOGY-

CLEARED FOR TAKEOFF.

CLEARED FOR TAKEOFF OR HOLD SHORT/HOLD IN POSITION/TAXI OFF THE RUNWAY (traffic).

EXTEND DOWNWIND.

MAKE SHORT APPROACH.

NUMBER (landing sequence number),

FOLLOW (description and location of traffic),

or if traffic is utilizing another runway,

TRAFFIC (description and location) **LANDING RUNWAY** (number of runway being used).

CIRCLE THE AIRPORT.

MAKE LEFT/RIGHT THREE-SIXTY/TWO SEVENTY.

GO AROUND.

CLEARED TO LAND.

CLEARED:

TOUCH-AND-GO,
or

STOP-AND-GO,
or

LOW APPROACH.

CLEARED FOR THE OPTION,

or

OPTION APPROVED,

or

UNABLE OPTION, (alternate instructions).

or

UNABLE (type of option), **OTHER OPTIONS APPROVED.**

NOTE-

1. The "Cleared for the Option" procedure will permit an instructor pilot/flight examiner/pilot the option to make a touch-and-go, low approach, missed approach, stop-and-go, or full stop landing. This procedure will only be used at those locations with an operational control tower and will be subject to ATC approval.

2. For proper helicopter spacing, speed adjustments may be more practical than course changes.

3. Read back of hold short instructions apply when hold instructions are issued to a pilot in lieu of a takeoff clearance.

REFERENCE-

FAAO 7110.65, Taxi and Ground Movement Operations, Para 3-7-2.

3-8-2. TOUCH-AND-GO OR STOP-AND-GO OR LOW APPROACH

Consider an aircraft cleared for touch-and-go, stop-and-go, or low approach as an arriving aircraft until it touches down (for touch-and-go), or makes a complete stop (for stop-and-go), or crosses the landing threshold (for low approach), and thereafter as a departing aircraft.

REFERENCE-

FAAO 7110.65, Vehicles/Equipment/Personnel on Runways, Para 3-1-5.
FAAO 7110.65, Wake Turbulence Separation for Intersection Departures, Para 3-9-7.

3-8-3. SIMULTANEOUS SAME DIRECTION OPERATION

Authorize simultaneous, same direction operations on parallel runways, on parallel landing strips, or on a runway and a parallel landing strip only when the following conditions are met:

a. Operations are conducted in VFR conditions unless visual separation is applied.

b. Two-way radio communication is maintained with the aircraft involved and pertinent traffic information is issued.

c. The distance between the runways or landing strips is in accordance with the minima in TBL 3-8-1 (use the greater minimum if two categories are involved).

Same Direction Distance Minima

<i>Aircraft category</i>	<i>Minimum distance (feet) between parallel</i>	
	<i>Runway centerlines</i>	<i>Edges of adjacent strips or runway and strip</i>
Lightweight, single engine, propeller driven	300	200
Twin-engine, propeller driven	500	400
All others	700	600

TBL 3-8-1**3-8-4. SIMULTANEOUS OPPOSITE DIRECTION OPERATION**

Authorize simultaneous opposite direction operations on parallel runways, on parallel landing strips, or on a runway and a parallel landing strip only when the following conditions are met:

- a. Operations are conducted in VFR conditions.

- b. Two-way radio communication is maintained with the aircraft involved and pertinent traffic information is issued.

PHRASEOLOGY-

TRAFFIC (description) ARRIVING/DEPARTING/LOW APPROACH, OPPOSITE DIRECTION ON PARALLEL RUNWAY/LANDING STRIP.

- c. The distance between the runways or landing strips is in accordance with the minima in TBL 3-8-2.

Opposite Direction Distance Minima

<i>Type of Operation</i>	<i>Minimum distance (feet) between parallel</i>	
	<i>Runway centerlines</i>	<i>Edges of adjacent strips or runway and strip</i>
Between sunrise and sunset	1,400	1,400
Between sunset and sunrise	2,800	Not authorized

TBL 3-8-2